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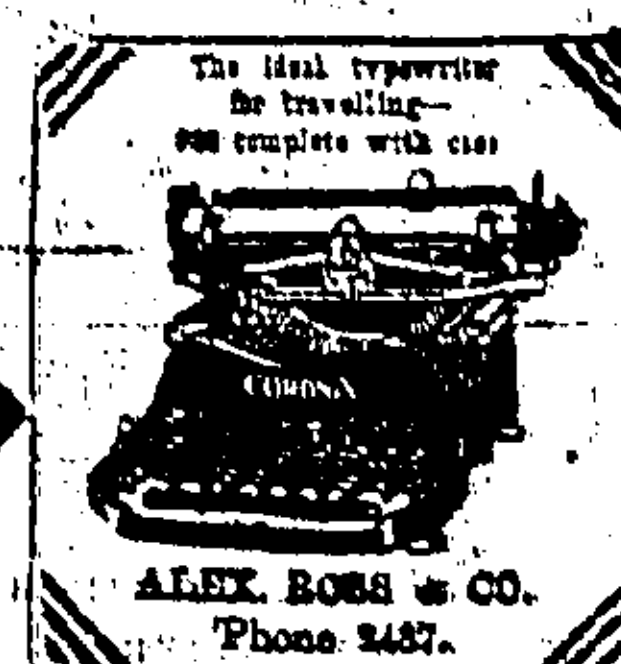
ESTABLISHED 1845

August 14, 1919, Temperature 83.

Rainfall 0.00 in.

Humidity 87.

August 14, 1918, Temperature 80.



No. 17,541.

號四十四百八千九百九千電英

HONGKONG,

THURSDAY, AUGUST 14, 1919.

日九十月七未己次歲年八國民華中

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TO-DAY'S CABLE.

(Reuter's Service to the China Mail.)

SILVER.

LONDON, Aug. 11.
Silver is quoted 58 1/2-59 1/4.
The market is firm.

MACAO.

[China Mail Correspondence.]

M. Bigazzi's lecture in aid of French Blind Soldiers realized \$776 and the picture exhibition \$350.

Dr. Americo de Sousa, our Chief Justice, has been transferred to Lourenco Marques, after eight years here. He left on the "Sui-An" and had a big send-off.

Lieut. Travassos Valdez is senator and Mr. Ferreira da Rocha deputy. Mr. da Rocha has left for Lisbon.

The rice specially imported by the Keng Woo Hospital is being sold to the poor at 14 cattie for the dollar.

JUNIOR TENNIS LEAGUE.

ST. JOSEPH'S v. C.R.C. 'C'

St. Joseph's lost this match and with it their chances of league honours yesterday. The C.R.C. third string won by five games. The scores follow:-

C. F. Lee and Wei Lian beat Goldenberg and Ismail 9-2, lost to Abbas and Hamid 4-7, lost to Sepher and Silva 4-7.

G. Lee and K. L. San beat Goldenberg and Ismail 7-4, lost to Abbas and Hamid 0-11, lost to Sepher and Silva 3-8.

C. Choa and Mok Hing-kue beat Goldenberg and Ismail 8-3, beat Abbas and Hamid 9-2, beat Sepher and Silva 7-4.

Totals: C.R.C. "C" 52 games.

St. Joseph's College, 47 games.

LAWN TENNIS.

THE "PETER DAWSON" CUP FINAL.

The final in connection with the "Peter Dawson" Cup competition, open to all Chinese resident in the Colony, was played off on the C.R.C. Courts yesterday afternoon. In this match Ng Sze Kwong, of the C.R.C., Hongkong's singles champion, was opposed by Tan Toon Lay, of the Hongkong University, who is considered one of the rising Chinese players of the Colony, considering the very creditable show he made at the last open singles competition for the championship of the Colony.

Last evening's match although keenly contested from the start, never found Ng Sze Kwong looking his now famous style of play being kept up in very creditable fashion. He was never at any time during the course of the match called upon to play his best and had not much difficulty in keeping up his reputation, winning the first set rather easily. Ng Sze Kwong was leading comfortably by 5-1 in this set, and looked like winning without any special effort, when his opponent made a smart rally and managed to snatch the other game from him. Play was rather exciting in the deciding game, but this went to Ng Sze Kwong whose play was so faultless that from this stage of the game onwards, it was quite plain to the spectators that he was going to win the Cup.

The second game lacked the fastness which was so much in evidence in the opening set, and it dragged at intervals. Ng Sze Kwong was as steady as a rock however, and seemed to anticipate his opponent's every stroke, meeting it in fine style, and returning the ball where and how he liked. Ng's driving was very effective and it was a treat to watch him. Tan won only one game in this set which went rather easily to Ng for 6-1.

In the last set, Tan showed his best form and soon convinced the spectators that he was determined that Ng would not have the game all his own way. After a hard battle, Ng won the first two games, but by adopting aggressive tactics, especially some driving and rather hard shots from the service-line, which won for him much applause, Tan brought the game to 2-2. Ng, however, was playing too well to take any risks, and with a slight effort won the next four games running.

The hard fought match thus ended in a win for Ng Sze Kwong by 6-2, 6-1, 6-2.

MOTION FOR SALE OF A SHIP.

CLAIM FOR WAGES BY MASTER AND CREW.

MORTGAGEES AGREE WITH APPLICATION.

Mr. Nelson, in the Admiralty Court before Mr. Justice Hill, had a motion for sale in the case of the Norwegian steamship "Ernest" in the following circumstances.

Mr. Nelson, instructed by Messrs. A. M. Jackson and Co., Hull, said the plaintiffs were the master and crew suing for their wages, and the application was that the vessel be sold forthwith and the money paid into court. The plaintiffs have given notice to the Norwegian Consul at Hull, and also to the Consul-General in London, and the others did not appear. Everyone was agreed that the vessel must be sold. The vessel had been under arrest in a suit since May 12.

Mr. A. Bucknill, instructed by Messrs. Rowney and Co., for the mortgagees, was understood to say that the mortgagees were quite content to accept the position, and it was suggested the Norwegian Consul at Hull should adopt and advance the money for the return to Norway of the crew, the mortgagees being placed in the same legal position as the men.

Mr. Nelson observed that everybody, including the owners, said the only thing to do was to sell the ship. There was a matter of £428 owing. He thought it was a reasonable suggestion that if the Consul provided the money to send the men back to Norway he should be placed in the same position as the men. Everyone agreed that was right.

Mr. Justice Hill said he would make an order for sale of the ship, the proceeds to be brought into court, and give leave to the mortgagees to discharge the crew to go back to Norway, the mortgagees paying the claim of the master and crew.

Mr. Dumas, who represented a necessary claim, instructed by Messrs. Thomas Cooper and Co., said the method of disposing of the matter would be satisfactory to him. His Lordship said if there was delay the matter could be mentioned to him again.

CALLOUS CRIMINALS.

SIR N. MACREADY ON THE EFFECT OF WAR.

Sir Nevil Maccready, Commissioner of Metropolitan Police, is of the opinion that the war is responsible for increasing the amount of crime in England and for changing the type of criminal.

In conversation with a Pressman, Sir Nevil said that freedom in battle from the restraint of ordinary law lowered man's respect for and fear of that institution, with the result that an increase of crime invariably followed war. At the present time there was a big rise in the number of robberies, and the robber of to-day, grown callous after four years' experience of killing, was indifferent alike to the taking of life and to his own personal safety. "In prewar days," said the Chief Commissioner, "if a burglar were met on the stairs by a householder in his pyjamas, his first thought was to escape, but to-day the thief would probably resort to violence, and, if necessary, to murder."

Sir Nevil expressed the view that another result of the war would be an increase in the number of women murders. Before the war, he said, when a man quarrelled with his wife or the woman he lived with, he would "just clip her under the ear," and everything would be all right again the next. But now, after four years of life-taking, he would hit her over the head with an iron bar or anything that happened to be handy, and there would be no next day for her.

This will not be very pleasant reading for those who believe that the effect of military training, with its inculcation of warlike virtues, is to improve.

THE S.S. "NANKING."

The China Mail s.s. Co.'s liner "Nanking" arrived to-day from San Francisco, which port she left on July 7. She brought a mail from America, as well as a large consignment of gold. Her cargo included fresh fruit, dried fish, barley, seaweed, and silver bullion. Some of her passengers had a rare hunt for hotel accommodation. She brought 367 passengers, of which 47 were first class, 50 second class and 250 steerage.

THE COMPANIES ASSURANCE ACT OF 1909.

In last week's article the provisions of the Insurance Companies Act, 1909, were commented upon particularly so far as they might possibly affect reinsurance in the five classes of insurance business, namely, fire, life, personal accident, workmen's compensation, employers' liability and bond investment business, which are dealt with in section No. 1 of the Act.

The comments were made in pursuance of a question asked by Mr. Joynton Hicks, M.P., in the House of Commons, and it will be recollected that Sir Auckland Geddes' reply on behalf of the Board of Trade was that a deposit of £20,000 has to be put up by a company transacting reinsurance business in any of the five classes referred to. The matter appears to have been left there for the time being, as no further questions have been asked in the House of Commons on the subject. An Act of Parliament, it is understood, is construed strictly in accordance with its terms, and consequently any discussion which might have taken place in the House of Commons or elsewhere during the consideration of the Bill is not to be taken into account. The opinion was expressed recently that the Act does not apply to reinsurance especially in view of the fact that the word "reinsurance" is not mentioned at all in section No. 1 of the Act. Mr. Joynton Hicks is quite right when he states that there are about 12 foreign companies transacting reinsurance business in England, and which have not effected a deposit. He is right in regard to the question of deposit, although whether there are 12 or more or even less companies it is probably difficult to tell, because it may be that he is thinking of foreign companies transacting marine reinsurance which are clearly outside the scope of the Companies Assurance Act of 1909, but there are a number of foreign companies transacting fire reinsurance business at Home, and which have not deposited the £20,000.

The opinion we expressed that the Act does not apply to reinsurances is shared generally in the market; in fact, it does not appear to have been the intention of the Government at the time the Companies Assurance Act was passed that it should refer to reinsurances.

In the debate in the House of Commons on November, 24, 1909, Mr. Winston Churchill, then President of the Board of Trade, moved that a clause which appeared in the original draft of the Bill should be omitted. This clause was as follows:-

"The expression policy includes any instrument evidencing a contract of insurance."

In moving the omission of this clause, Mr. Churchill explained that his object was "to exclude reinsurance companies from the scope of the Bill. It is not necessary that they should be included, as they do not have any contact with the public. They deal solely with other insurance companies, and have not the same incentive for escaping the provisions of the Bill. We have been anxious not to widen unduly the scope of the Bill, and have come to the conclusion that the inclusion of these reinsurance companies is not necessary in the public interests."

It is difficult therefore to understand why Sir Auckland Geddes or the Board of Trade are of the opinion that reinsurance companies transacting the same classes of insurance business as are provided in the Act of 1909 have to effect a deposit. As we have already stated, the Act makes no mention of reinsurances, and as will be seen from Mr. Winston Churchill's statement in 1909, it was not the intention of the Government that it should apply to reinsurances. It will be interesting to know on what section of the Act Sir Auckland Geddes is basing his opinion that a deposit is required and further statements in Parliament on the subject will be eagerly awaited. It may be still urged that reinsurance companies should be compelled to put up a deposit either under the provisions of the Act or under the provision of an amended Act. If, as believed, the Assurance Companies Act does not apply to reinsurance companies, it is important to note that a reinsurance company need not make any returns whatever to the Board of Trade, and this by itself is an undesirable thing.

SAILORS GOING HOME.

A lot of naval men are going Home on the "Atrous." The Rev. Mr. Hastings will be glad to take charge of books, magazines, games, etc., for their benefit on the trip. They deserve all we can give them. Don't forget them.

BUSINESS NOTICES

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DON'T BELIEVE US.

COME LOOK SEE.

To Reduce our War Stocks,
We Reduce Prices.

AUGUST 19 : SEPTEMBER 8.

REDUCTION SALE.

We ordered and ordered during War, to make sure of having enough for our Customers.

Stuff keeps coming and coming during Peace, so that we have too much.

So its GOING, GOING, GOING at Give-away Prices.

AUGUST 19 to SEPTEMBER 8.

THE
HANDLEY PAGE
MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
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Hongkong.

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.**Public Auctions.**

THE Undersigned has received instructions to sell by Public Auction.

on
FRIDAY, August 15, 1919.
commencing at 3 p.m.at A. KING'S SHEDWAY, Wanchai,
The 28 Motor Boat "Boronia"
(Fitted with 4 cylinder engine. New
Sim's Magneto and Paragon Reverse
Gear. Awnings and side screens.
Speed 24 miles per hour)

Also

The Gael Class Yacht "Tolnetto"
(Winner of 3 cups during the 1917
season, in good condition).The Motor Boat "Moonraker" with
Waterman marine engine (Model B2)
2 cylinders, 10-12 horse power—fixed
overhead awning, complete with side
awnings, anchor, lifebuoy and neces-
sary gear.

On view now.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, August 13, 1919.

THE Undersigned has received instructions to sell by Public Auction.

on
TUESDAY, August 19, 1919.
commencing at 2.45 p.m.at "Lyceum" No. 153, the Park,
A Quantity ofUseful Household Furniture,
including:—Upholstered Drawing Room Suite,
Dining Room Furniture (by Wm.
Powell Ltd.) White Enamelled Bed
room & Nursery Furniture.

Also

ONE DOVER STOVE
(Practically new).On view from Monday, the 18th
inst.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, August 13, 1919.

THE Undersigned has received instructions to sell by Public Auction.

on
WEDNESDAY, August 20, 1919.
commencing at 2.30 p.m.at No. 29 Dock Terrace,
Kowloon Docks.

A Quantity of

Valuable Household Furniture,
Also2 Electric ceiling fans,
1 Electric table fan,
And1 Cottage piano by Collard &
Collard.On view from Tuesday, the 19th
inst.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, August 13, 1919.

INTIMATIONS**THE BEST
TIFFIN**

IN TOWN

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All the Meat, Poultry.

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Manager.—D. M. GODDALL.

MEE CHEUNG

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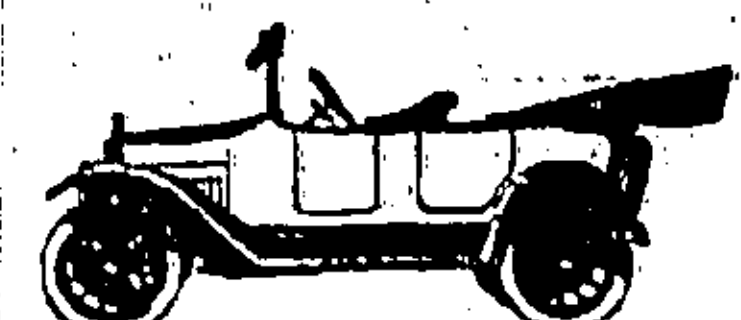
Photo of

Peach Celebration

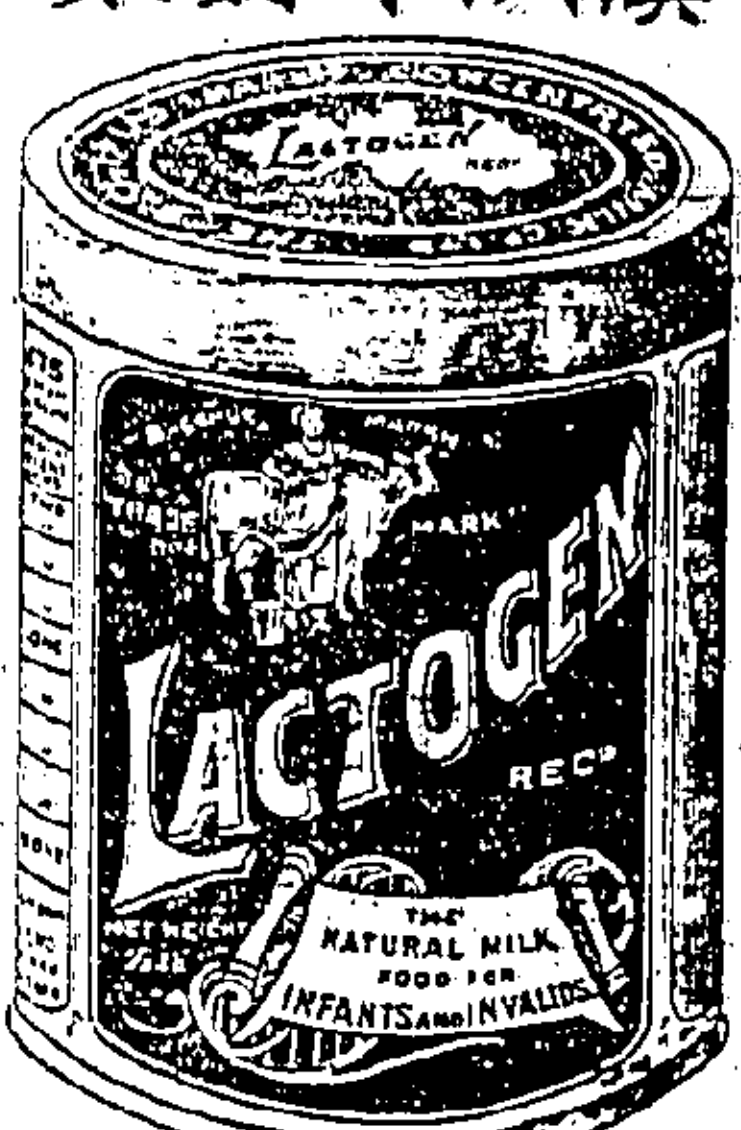
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The Natural Milk Food for Infants,
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We have just received a large consignment

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SHIU FUNG TAI & CO.,
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No. 10, Wyndham Street,
P. O. Box 620. Hongkong.**JAPANESE MAKERS.**Every kind of Footwear
MADE

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**CHERRY & CO.,**
PEDDER STREET,
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Telephone No. 421.
Hongkong, March 30, 1914.**MACGREGOR'S****V.O.S.**(PARLIAMENT BLEND)
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SCOTCH WHISKY.****EXTRA SPECIAL
FINEST LIQUEUR
WHISKY.****CALDBECK, MACGREGOR
& CO.,**
15, QUEEN'S ROAD CENTRAL,
HONGKONG.**W. D. & H. O. WILLS'
HIGH GRADE**

NO. 77

CIGARETTES.**ON SALE AT ALL STORES.**

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

DE VALERA IN AMERICA.**NEW YORK PERFORMANCES.**Eamon De Valera, the "duly
elected President of the Irish Re-
public," to quote the typewritten
statement handed to the American
Press by "the duly constituted In-
formation Bureau of the Irish Re-
public in the United States," ap-
peared in New York early in June,
and according to Harry J. Boland,
his secretary, had a "ripping good
time." Boland, who claims to be a
duly elected member of the Irish
Republican National Assembly, came
across the Atlantic as a
stoker aboard an unknown vessel,
and it is presumed that De Valera
either accompanied him in the
same vessel or followed later.
Both refuse to give details about
their transatlantic passage on the
ground that Irish patriots helped
them to "flee from persecution in
Ireland, and that, to safeguard their
friends, secrecy must be observed.Since their arrival both gentlemen
have been spending most of their
time in Pullman sleeping-cars, visit-
ing Boston, Baltimore, and Phila-
delphia, where they conferred with
"many friends of liberty," and dis-
cussed practical measures for raising
an American "loan" for helping the
new "Irish Republic." De Valera
claims to have had an interview with
Cardinal Gibbons at Baltimore, and
he spent the whole day trying to see
Cardinal O'Connell at Boston, but the
latter, though he advocates "self-
determination for Ireland," was not
to be seen.De Valera graciously intimates
that he is ready to address the United
States Senate, if that body will
receive him, and he will drop in upon
President Wilson at the White House
just as soon as he is notified that his
presence will be welcome. He em-
phasizes, however, that his chief ob-
ject is not to address legislative as-
semblies or official personalities, but
the common people of the United
States, whose hearts, he knows, thrill
to the appeal for Irish freedom. Most
people who come to New York
bring with them passports duly vised
but De Valera and Boland dispensed
with such formalities for the present,
and when questioned on the subject
show great skill in evading the issue.
De Valera claims to have been born
in New York and lived here until 3
years of age, and he possibly may be
an American citizen.After reading his statement De
Valera made a short address in
English and then in Irish, which
nobody understood, after which, in
true American style, he said:
"Gentlemen of the Press, you may
ask questions." They came quick
enough, but elicited little if any
information. One New York paper
said the visitor showed much skill inusing many words and giving little
information. He admitted being
born at New York, and also that he
had not sworn his allegiance to the
United States. He declined to
say how he reached New
York, whereupon Boland smilingly
whispered: "He flew here, and is
really entitled to the big prize."
After the interview, which was
rather hurried, the visitor and his
"official staff" which included all the
friends of the Society of Irish
Freedom now engaged at New York
in collecting funds for the "Irish
Republic," proceeded to the roof of
the hotel, where in the waning light
of the evening, they posed for
photographs and a cinema firm,
which gives to the treasury of the
"Irish Republic" 50 per cent. commis-
sion on all takings.De Valera's appearance in New
York was meteoric and spectacular.
The Information Bureau of the Irish
Republic hinted to the newspapers
that the "President would receive
his friends about six p.m. at the
Waldorf Astoria Hotel," whose
manager had graciously consented
to reserve the State suite for the
expected visitor. Shortly before
that hour the corridors of the hotel
were well lined with Irish-Ameri-
cans, and in the assembly room 50
reporters waited eagerly. It had
been announced several times
that De Valera would burst
upon New York unexpectedly,
but he never came, and there
was considerable doubt when
five o'clock struck, and there were
no signs of officials claiming to
represent the Irish Republic, albeit
Dr. MacCarton, who calls himself
"Ambassador of the Irish Republic
at Washington," was on hand to
calm all fears. Suddenly there was
a cheer outside the hotel, when a
big touring car halted, and out
jumped De Valera and Boland, skit-
tishly dressed in check-suit, with
green, buttonholes. They were fol-
lowed by several prominent New
York Irishmen who have attained
prominence in State politics. Two
hundred people were present to
welcome De Valera, and one old lady,
upon seeing him, fell upon his neck
and kissed him.De Valera was escorted to the
recreation-room, part of the State
suite, and was informed by the
major-domo of the hotel that the
same suite had been occupied by
Presidents of the United States, also
by Sir Thomas Lipton before the
latter migrated to the Commodore
Hotel, a much more modern
establishment, with 2,000 rooms.
De Valera had been staying with
some Carmelite priests in New
York, and was accompanied to
the reception room by three
Judges of the State Supreme Court,
long known for their leadership of
the Irish movement in America.
They were Judges Cohalan, Hen-
drick, and Gavigan, all of whom
owed their election to the bene-
dict Irish-American votes, which are**MAKING THE SEAS SAFE.****ALLIED HYDROGRAPHERS
MEET IN CONFERENCE.**Delegates from the Argentine, Bel-
gium, Brazil, Chile, China, Denmark,
Egypt, France, Great Britain, Greece,
India, Italy, Japan, the Netherlands,
Norway, Peru, Portugal, Spain, Sweden,
Switzerland, and the United States were
present at the International Hydro-
graphic Conference, which was opened
at the Office of Works on June 24.
Admiral Sir Rosslyn Wemyss, the
First Sea Lord, welcomed the dele-
gates on behalf of the Admiralty, by
whom the conference has been sum-
moned. As sailors they knew how
the safety of the lives of those who
went down to the sea in ships
depended upon accurate hydrography,
and they believed, much as had been
done in various countries, that
co-ordination and organization must
inevitably be an enormous improve-
ment in the direction of attaining
that safety for which they were all
striving.Rear-Admiral Sir John F. Parry
was elected president, and in his
address said that during the war the
hydrographical surveyor had come to
the front in a hitherto unheard-of
manner. Of the many inventions
brought into use he considered that
among the most important had been
directional wireless telegraphy and
hydrophones for position-finding.
They were already extensively using
hydrophones for sound ranging un-
der water. The accuracy resulting
from the use of this method had
been found to be marvellous, and
yet the invention was only in its
infancy.The use of directional wireless
would certainly simplify the obtain-
ing of positions in waters where the
employment of the hydrophone was
impossible, and only a hydrographi-
cal surveyor could realise to the full
the enormous advantage that must
be derived from any method of
obtaining a position in mid-ocean
without difficulty and with certainty.
The conference then formed 10
sections, each with its own officers,
under which they would work during
the coming week.**G. FALCONER & CO., LTD.**

WATCHMAKERS & JEWELLERS.

Hotel Mansions.Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI**

AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutritious than Starch. Manufactured under the most sanitary conditions.
Large quantities have been exported to various important cities in the World.
Terms moderate, especially for Agencies. Orders accepted promptly.**THE HING WAH PASTE MANUFACTURING CO., LTD.**
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Cable Address: "HINGWAH."**HOTELS AND CAFES.****THE HONGKONG HOTEL CO., LTD.**Operating:—
THE HONGKONG HOTEL.....The leading Hotel in the Far East.
THE REPULSE BAY HOTEL.....The coming seaside resort of South
(opening in the Summer of 1919) China.
THE HOTEL MANSIONS.....The headquarters of the Canadian
Office premises: Pacific Ocean Services, and the leading
American business concerns.The Hotel Company, having recently extended their cold storage plant
and instituted motor transportation, are specialists in outside catering such
as banquets, dances, parties, etc., and are prepared to supply all necessary
equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or
representative will call on communicating with
Telephone No. 433, Catering Department.
Telephone No. 1273, Manager.

J. H. TAGGART, Manager.

THE PEAK HOTEL.1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
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Mrs. BLAIR.**KING EDWARD HOTEL****CENTRAL LOCATION**ALL ELECTRIC TRAMS, Pass Entrance, Electric Lifts, Fans and Lighting
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.**PALACE HOTEL****KOWLOON.**(Two minutes from Star Ferry).
Recently renovated and furnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE."
J. H. OXBERRY, Proprietor.**CARLTON HOTEL.**

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE-HOUSE STREET.Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 42 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietress. Lunches meet Passenger Boats.
Telegraphic Address "CARLTON." Mrs. F. E. CAMERON.**THE ALEXANDRA CAFE**

(OPEN TILL MIDNIGHT.)

Noted for:—
THE BEST TIFFINS AND DINNERS.
FILLET HADDOKES.
ICES AND ICED DRINKS.
CAKES AND PASTRIES.
Dinner and Picnic Parties catered for.
A European Café under European Supervision.
Tel. 909. Tel. 909.**BLUE
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ICE CREAM

PARLOUR

AND CONFECTIONERS

**CHOCOLATES**
Plus First Vanilla Chocolates
Home-Made American Chocolates
Hershey's Malted and Borden's
Uncoated "Star" Chocolates
American Chocolates \$1.50 per lb.
Special Cocoa... 50 cts per lb.
Patented Breakfast Cocoa... 50 cts per lb.**TANG YUK, DENTIST.**
Successor to
the late HIK TING.
14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.**FRENCH LESSONS**
G. MOUSSON.
15, MORRISON, HILL Road.

SPARKLING MINERAL WATER.



(REGISTERED)

AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLENDS PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Telephone No. 436.



SPECIAL WINDOW DISPLAY.

ELEGANT LACE and NET

GOWNS

FROM PARIS.

PLAIN and FLORAL NETS

AND

GRAFTON COTTON VOILES

BY THE YARD.

LADIES FOOTWEAR

HIGH-CLASS AND UNIQUE MODELS

FOR ALL OCCASIONS.

STYLE, COMFORT AND VALUE GUARANTEED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, AUGUST 14, 1919.

CONSIDER THE LILIES.

We are "The Paper That Gets Things Done." And oh! gentles, how we sometimes wish we were not Hongkong is out of joint, oh! cursed spite, that it should be our job to put it right.

From our office window "bien perche," we see the blessed sunlight on Jardine's tower, on the Kowloon hills, on the foliage of the ficus, and we reflect that no League of Nations, no Triple Alliance, no Balance of Power, is wanted to keep the solar system in order.

In at the open window wanders the wind, bringing bird music with it, and we reflect that there is no Bolshevism among the feathered folk. Over on the green hills yonder they are nesting now, and we reflect that they have no Housing Problem, and no War Office cuckoo to intensify it for them if they had.

That's the right image, isn't it? Cuckoos.

Our local nest was already packed tightly enough, and some of us (if the tale be true, and if nothing is done to prevent it) are to be squeezed out.

Consider the lilies. They toil not, neither do they spin. But we, we have to ask the Government, very respectfully, for an assurance that it will not let the War Office do what it pleases here.

The War Office is the most foolish, "impossible" bunch of people in the world, in history, in any light you look at 'em. It is a sort of disease. The garrison ought to have been moved outside the city years ago.

At present the Military believe that Hongkong belongs to them, that Hongkong commerce exists to import their cigars and pipeclay for them; that the Chamber of Commerce was instituted to see that their cigars and pipeclay are good, that the Banks would bust if it weren't for army pay, and that we civilians are a sort of camp followers.

From the fresh accounts brought in by our reporters, published in another part of this paper, it looks as if the danger is not so alarming as yesterday's warning indicated.

It is better to be on the safe side, and make plenty of noise before the thing happens, than to cry over it afterwards.

It was a sort of Typhoon Warning.

The Government is the shipmaster. We people, we civilian householders, are the ship. The War Office glass is low, the outlook threatening. The China Mail hoisted the typhoon

Opalescent clouds swim across the bluest of blue skies, the green boughs sway in a pleasant breeze, dazzling white are the houses in the sun glare, blue are the trousers on a neighbour's verandah. We would consider the lilies; but we are "the paper that gets things done."

ENEMY PROPERTIES.

The chief duty of Mr. Allan G. Mossop, Custodian in China of Enemy Property, is no doubt to realize the highest value that can be got for it, and to see that it does not fall into the wrong hands. The sight of a letter from him, declining certain offers by a Hongkong (British) firm for business properties on the Shamen at Canton, has suggested certain considerations to the China Mail which ought to be brought to his notice. There was a regrettable paucity of information in the letter. It said that the Custodian in China of Enemy Property was unable to accept these offers, "and that such refusal in each case is solely on account of the insufficiency of the amount tendered." There is no reason why the beneficiaries should not have the top value. But could we not be told a little more? Is it not desirable that the amount of the sufficient tender should be published? Is it not advisable that we should learn who are getting hold of these properties?

The Shamen is a British concession. We desire to see as many British merchants accommodated there as possible. Not a British monopoly—those who know how almost recklessly loyal the British are to the principle of the Open Door will not suspect us of any such exclusive intentions. Yet we cannot be expected to regard complacently the possibility that foreigners are freezing our own people out by over-bidding. Were we permitted to know who the new owners are, and what they paid, we should know how we stand, what we are up against, and how further to proceed in the interests of British commerce. We take it that the Custodian in China of Enemy Property will not have any serious objection to a little more publicity. Disclosure of such facts could only justify his administration.

There is another possibility that is practically as "unwelcome," and as much against our interests, as foreign competition. Official reticence should not be allowed to cover the procedure of profiteers, of speculators. Suppose a movement afoot to "corner" business properties on the Shamen. It is clearly undesirable that the Custodian of Enemy Property should wink at it. A little more candour, a more "open and above-board" method of publishing the results of his negotiations, would make it more difficult to carry out such a scheme

on a mischievous scale. We are not asking him to prejudice his chances in the case of lots still to be disposed of, but to take the public into confidence as to what has been done. Except from the purchasers, we have had as yet practically no information, and it is obvious enough that from purchasers whose interests may be opposed to ours we can expect nothing. About any movement calculated to head off and limit British commerce they would naturally keep their mouths shut.

FOREIGN MONEY?

An esteemed correspondent disagrees with our view of the Reuter message reviewed under this heading. He believes that Scotland Yard has definite information that the English strikers are or were subsidized by the Hungarian extremists. Reuter spoke of a Swede who had confessed to bringing £6,000 from Hungary to a well-known extremist, who denied it. The Swede was deported. We regard the message as a propagandist fake, aimed at the bona-fide strikers. There is a difference, to our mind, between the Reds or Bolsheviks—the whole hog agitators—who want revolution at home, and the Trades Unions who think they can better conditions all round by asserting their admitted power by "direct action." Both may be equally mischievous in the long run, but there is a moral difference. Meanwhile, we see no use in blackguarding them, or telling lies about them. The labour movement at present is divided on the wisdom of "direct action," and therein lies our hope of a reasonable outcome. Disturbances against them as a whole, and especially threats of the B. Law kind, must tend to unite them as a whole.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 9 15/16d.

No communicable disease is shown in today's return.

Lady Rees Davies returned to the Colony this morning on the "Nanking" after a pleasant stay at Tsingtao.

The marriage will take place shortly of Mr. H. S. Hills, of Messrs. Jardine, Matheson & Co., and Miss Edith Faber, of Sydney, Australia.

Amongst those who left the Colony yesterday on the "Shinyo Maru" were Mr. and Mrs. M. Joblin, Mrs. L. M. Joblin, and Mr. A. H. Carroll.

Yesterday's defeat of St Joseph's College by the C.R.C. "C" in the Junior Tennis League leaves the issue between the Chinese Y.M.C.A. and Club de Recreio.

The Dockeyard Recreation Club held a night drive last night, a large number of members and friends attending, including many ladies. The duties of M.C. and the presentation of prizes to the winners were ably performed by Mr. A. B. Allan. The prize winners were: Ladies, 1st, Mrs. Vesper; 2nd, Mrs. Bower; 3rd, Mrs. Alderman; Booby prize, Mrs. Owen. Gentlemen, 1st, Mr. Lay; 2nd, Mr. Savage; 3rd, Mr. Irvine; Booby prize, Mr. Hodgins.

By the new scale of pay for B. I. Officers Commanders will receive £1,200 a year, with a bonus yearly, shore travelling allowances and seven months' full pay leave after three and a half years' service. Free passages are also granted out and home to them and their families. A pension of £250 a year is awarded at 50 years of age. Compared with this, the Government Marine Staff at Singapore and Penang are badly off. They do not receive half this amount.

The Kampar correspondent to the Times of Malaya, writing on Aug. 6, states: "To-day say the departure to China and elsewhere of six teachers and the closing down of the Cantonese school of this place. It is alleged that this was due to our leading townships as a punishment to the teachers for not obeying an order to give the boys an outing and celebrate Peace Day and allowing them to enjoy themselves." The Kampar townships are to be complimented on marking their sense of disapproval of The Great Sulk.

SOLDIERS GOING HOME.
In connection with Mrs. Stab's fund for providing recreational apparatus for the soldiers going home on the "Atrius," the following donations are already acknowledged:
Mr. Anonymous.....\$10
Mr. H. B. L. Dowbiggin.....10
Mr. C. D. Wilkinson.....10
Mr. G. Hastings.....10
Major Cassel is taking charge of parcels of reading matter, games, etc. for them.

It's a long, long trail trailing, Towards the land of their dreams With Hongkong left behind them And its fragrant streams. There are long, long days of waiting, Before those dreams can come true. And if you can help to speed them There'll be grateful thoughts for you.

SPECIAL CABLE.

[China Mail Special]

MALAY FARMS FOR RETURNED SOLDIERS.

SINGAPORE, Aug. 13.

The federated Malay states government is granting agricultural land in lots not exceeding one hundred acres to men who left Malaya and other countries in order to join the forces and who have now returned. Applicants must be medically fit and have employment here. The Government is lending sums up to \$25,000 spread over five years at six per cent. for the purpose of developing these lands. They are repayable in instalments.

FAR EASTERN NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

JAPAN WANTS COMPENSATION FOR KIAOCHAU.

SHANGHAI, Aug. 13.

The Japanese Minister has called on the Chinese Minister and intimated Japan's readiness to return Kiaochow to China within two years, but in return for this consideration, he intimated that Japan expected compensation elsewhere.

Compensation elsewhere can only mean Mongolia or Manchuria, he said. This intimation has been expected for some time, and only public opinion can defeat this latest attempt to buy back China.

FLOOD RELIEF IN HUPH.

A mandate announces that the Ministry of Finance has been authorized to advance \$30,000 to the relief of flood sufferers in Huph.

A TRIUMPH FOR CHANG BOLIN.

The appointment of Bao Kwai-ching as Director-General of the Chinese Eastern Railway is regarded as a triumph for Chang Bolin, who is strengthening his military position in Manchuria.

FINANCIAL REPORTS FROM SIBERIA.

Financial reports reach Peking regarding the fortunes of the Siberian army.

Admiral Kolitchak is reported as having appealed to the Outer Mongolian Government for help.

The Outer Mongolian Government is said to be making preparations to rescue Kolitchak.

CHINESE TELEGRAMS.

[Translated for The China Mail from the Wah Tsz Yat Po.]

NORTH'S CHIEF DELEGATE APPOINTED.

PEKING, Aug. 13.

Wong Yip Tung, the speaker of the House of Commons, has been appointed chief delegate to the International Peace Conference.

SALT SURPLUS PAID OVER.

SHANGHAI, Aug. 13.

The Salt Surplus of 2,800,000 taels received during the month of May, was paid over to the Chinese Government yesterday.

A COALITION CABINET.

President Chu Sui Chong now wants a coalition cabinet consisting of members from North and South, to do away with party politics.

THE DOMESTIC LOAN.

The amount of the domestic loan for the eighth year of the Republic has been reduced to \$50,000,000 dollars by a special meeting of Parliament.

THE CONSTITUTION.

Kung Sun Chum, the Acting Premier, has wired to Shun Chun Hsun, head of the Military Government, asking him to request the old Parliament not to draft the Constitution of the Republic at Canton. He thinks that Parliament should wait till the peace between North and South is concluded.

VICTORIA THEATRE.

The Victoria continues to show good pictures. Pathe stuff is always a draw and a satisfaction. This afternoon at 5.15 patrons are to have three episodes of "The Bull's Eye." The management is giving this good measure in order to get to a Pearl White feature as quickly as possible. It is something big they've got and want to get on with. "Hinton's Double," with Frederick Ward in the title role, is the feature for to-night's show. It also is a picture triumph.

DISTRESSING TRAM ACCIDENT.

WELL KNOWN JOURNALIST HURT.

An alarming accident, which happily turned out to be less serious than it looked at first, occurred in Des Voeux Road about 10.50 this morning. Mr. A. A. Wilson, chief reporter for the China Mail, whose work for this paper has attracted much favourable attention, and who is perhaps as well known and popular as any man in the Colony, was the victim. He was boarding tram car No. 48, going west, just in front of the Connaught Garage. At this point track repairs are under way, and there is an excavation of several yards length. It is supposed that this caused Mr. Wilson to stumble. In some way he got his legs under the car as he fell. A crowd quickly gathered. The car was backed off, Mr. Wilson had lost a great deal of blood, and the case looked ugly. Police Sergeant Maries took prompt action, had him in a motor car and off to hospital without delay. Here the result of the medical examination was reassuring to the numerous friends who by this time were enquiring anxiously. His right leg had a compound fracture, his left was badly lacerated, but Dr. McKenny does not anticipate any permanent disablement. Complete recovery is expected.

THE POPULAR BANVARD.

"STEP LIVELY."

The Banvard's Musical Comedy Co. repeated "Step Lively" at the Theatre Royal last night. There was practically a full house.

The company gave a splendid performance. Some of the songs were a distinct hit, notably "I say she does" a duet by William Harley and Hazel Boyd, "Tell it to the jury" by P. A. Jardine and girls, and "I'm going to hang around until I make you care for me" by Myrtle Dingwall.

A dance by Pearl Jardine evoked general admiration as did the fox trot executed so nicely by Hazel Boyd and Robert Ryles.

The "play" itself proved amusing and those taking part did themselves credit. Willis G. West and Pearl Jardine were Mr. and Mrs. Abie Cohn, a pair seeking a divorce, otherwise trouble. Wm. Harley as Tommy Doby a bell-boy and Hazel Boyd, Peggy, were another pair to attract much attention.

It was a thoroughly good show and everybody seemed to enjoy it wholeheartedly.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, of Saigon, in their report dated July 30, state—

The allotment for the month of August is only 20,000 tons, to be divided as before, viz., 4 for the Chinese exporters and 2/3 for the European exporters. Besides this, it has been decreed that the export will be prohibited from the 1st of September.

The conditions of our market, notwithstanding the above decree, are maintained, and no important drop either in the paddy exchange has been registered since. The export of rice for France is free and no licence is needed for this business, but the Government has advised that it will withdraw this favour if the circumstances make it necessary. Prospects for the new crop are fairly good. The rainy season seems to be definitely established.

The total amount of rice exported from January 1st. to July 22nd. is 551,092 tons against 850,609 tons in 1918.

RUMOURS.

There is a rumour current that the Canadian Pacific Ocean Services intend to run their steamers from Vancouver to Singapore. On enquiry at the local office Mr. Sutherland informed the China Mail that he had heard nothing about it. Another rumour has it that the Cunard Steamship Co. will shortly run a fleet of steamers from Home to Singapore.

There is still another rumour; and that is: The Cunard Steamship Co. and the Canadian Pacific Ocean Services, jointly, propose to erect a large first class hotel at Singapore, for the benefit of travellers.

TERTHING CHILDREN.

TERTHING children have more or less diarrhea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then eat oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by All Chemists and Storekeepers.

ALLEGED RECEIVING OF BRIBES.

GOVERNMENT COOLIE CHARGED.

Mr. N. L. Smith heard a very interesting case at the Magistracy, this afternoon, in which the No. 1 coolie of the Public Works Department was charged with receiving a bribe of \$5 from a compatriot of his on the understanding that he would procure him a piece of land at Shamsulpo. The alleged offence was committed on August 9th.

An interested spectator in Court was Mr. T. L. Perkins, assistant Director of Public Works.

Mr. M. K. Lo appeared for the defendant, who stated that the money was given him as a loan.

At this stage Sergeant Grant, in the way of an opening stated that defendant had received bribes on several occasions amounting to \$31. Mr. Lo objected to any statement being made about money passing through defendant's hand on previous occasions. It was irrelevant. They were dealing only with the instance complained of.

Mr. J. C. MacKay Land Bailiff of the P.W.D. stated that on August 4th complainant's wife came to see him at his house and in his absence

(Mr. MacKay commenced reading from a memorandum) Mr. Lo objected to this on the ground that Mr. MacKay had to satisfy the Court that the memorandum he was reading from had been made at the time in question.

Mr. MacKay replied that he would be able to prove the statement. He read from the memorandum so as to give the correct dates of different transactions.

Mr. Smith interrupted by pointing out that Mr. MacKay was not strictly allowed to read from anything because it would assist him in refreshing his memory with regard to the facts of the case.

Mr. MacKay, continuing, stated that complainant's wife interviewed witness' wife complaining that her husband had applied to the Public Works Department for a piece of land but so far he had received no notification. Her husband went to the P.W.D. office to discover the cause of the delay and was informed by the defendant that after certain preliminaries had been gone through he would obtain the permit.

Mr. Lo: How can Mr. MacKay say what Mrs. MacKay told him?

Mr. MacKay: My wife wrote out a memorandum immediately and handed it to me.

Mr. Smith remarked that as Mr. MacKay's wife was not coming forward as a witness it would be better to hear what complainant's wife had to say to the court without letting the previous statement influence the case.

Mr. MacKay: The reason why complainant came to my house was because he could not suffer any more squeezing. That is why he followed me to my office the next day.

Mr. Lo: That is a very improper statement. The hearing of the case is proceeding.

SHIPS IN HARBOUR.

List of vessels in port this morning.

British	Japanese
Ningpo	Kanjo Maru
Sinkiang	Amazon Maru
Hangchow	Amakusa Maru
Cornelia	Sosho Maru
Hok Canton	Kashima Maru
Namsang	Kasado Maru
Inaminka	Katsura Maru
British Isles	Ujo Maru
Atrous	Kaijo Maru
Cheongshing	Taiwan Maru
Yuenang	Masayoshi Maru
Haifong	
Kaifong	
Chihli	
Monteagle	
Laemdon	
Ltuan	
Pakhoi	
Tyndareus	
Hinsang	
Chekiang	
Orestes	
Telemachus	
Phuempenh	
Volute	
Huntball	
Hupoh	
Wuhu	
Baron Incheape	
Cord Wan I	
Cordium	

Chinese	Dutch
Tungshing	
Taishun	
Nam Kam	
Cheongwa	
Shun Shing	
Chuen On	
Hol Tung	
Asia	
Po Lee	

American	Danish
Nanking	
Tancerville	
Portuguese	
Nam Wan	

Norwegian	Produce
	Halvard
	Helios

The s.s. "Nanking" (Capt. T. H. Dobson) arrived from San Francisco at 6 a.m. to-day with a cargo of fresh fruits for Hongkong.

The s.s. "Ningpo" (Capt. W. J. Freer) which arrived at 7 a.m. to-day from Shanghai brought general cargo for Hongkong and 1,400 tons of beans and bean oil for Canton.

ECHO OF HONGKONG CIGAR STORE ROBBERY.

MAN CHARGED WITH RECEIVING STOLEN PROPERTY.

Before Magistrate Lindsell in the Police Court this morning, a Chinese was charged with receiving stolen property, to wit, 51 amber cigarette holders, part of a haul made by burglars on their recent visit to the Hongkong Cigar Store.

The defendant, who was represented by Mr. A. E. Hall pleaded "not guilty."

Inspector Watt in the witness box said that at 11 a.m. on the 5th inst., he went to the defendant's shop, No. 17 Lower Lascar Road.

Replying to His Worship, the witness said it was a second hand dealer's shop.

Continuing his evidence, the witness said he interviewed the defendant in the shop and was told by him that he was the accountant and that he was looking after the interests of the shop during the owner's absence. After he had explained the nature of his visit to the defendant, witness examined the show case and there found three amber cigarette holders (produced).

By His Worship—The holders were exposed to full view in the show window. There was no attempt to conceal them. Anyone passing could have seen them. The show window was situated on one side of the doorway.

Proceeding the witness said the manager of the Hongkong Cigar Store who was with witness, at once identified the holders as part of a quantity of goods stolen from his shop. Witness questioned the defendant as to how he came by the holders and was informed that he had purchased 51 of them from a man named Lung Hon for \$42 on July 18.

Witness looked through the defendant's books but could not find any record of the transaction. The witness went on to say that the defendant did his best to help him and sent a fellow witness to look for Lung Hon but he was nowhere to be found. The defendant also volunteered the information that he had sold 12 of the holders to various patrons of the shop and had taken three dozens to Mr. Rocha's auction rooms to be disposed of. Witness said he got 12 of the holders from Mr. Rocha and recovered the other two dozens from a tobacco shop in Beaconsfield Arcade. He was satisfied that the proprietor of that shop had bought them by public auction from Mr. Rocha.

Mr. A. A. Gutierrez, manager of the Hongkong Cigar Store, next gave evidence and said he first missed the holders on the morning the robbery was discovered—June 8. He had occasion to visit Mr. Rocha's auction rooms some weeks after the robbery and there he discovered some cigarette holders which he recognised as part of the goods stolen from the Hongkong Cigar Store. He spoke to Mr. Rocha about it and as the result of certain information received from him, witness went and reported the matter to Insp. Watt. He accompanied Insp. Watt to the defendant's shop and there discovered three other holders of a similar description to those stolen from his shop. He had not much difficulty in identifying them as his shop was the only one importing that class of goods.

By Mr. Hall—He had not sold any of that kind of holders since the robbery as he had no more in stock.

Mr. A. G. da Rocha, auctioneer, next gave evidence and said he received two dozens of the holders from a man named Chee Kee on July 21. He sold by public auction. On the following day he knocked them down to Messrs. Dedouglou Bros., of Beaconsfield Arcade for \$23.50. On August 2, the old man brought another dozen holders to his shop and on August 5, Mr. Gutierrez visited his auction rooms and identified them as part of a lot of goods stolen from his shop on the occasion of the recent burglary.

At this stage His Worship addressed Insp. Watt and said this case was not so suspicious as the previous one, and he thought the fact that the old man, Chee Kee, had taken the holders to Mr. Rocha's auction rooms to be sold by public auction, itself proved absence of guile, knowledge. Insp. Watt agreed, but said that the fact that the defendant's books did not contain a record of the transaction made the case rather suspicious.

His Worship decided to discharge the defendant and told Insp. Watt that some arrangement must be made with the old man whereby he was to return the holders to the Hongkong Cigar Store at cost price.

At the Magistracy, this afternoon, the hearing was continued in the case in which the Canton Authorities are seeking the extradition of three Chinese wanted for committing a robbery in a village in Canton and for kidnapping a man, who was subsequently released, when a sum of \$280 was paid as ransom. The three men were arrested by the Xiamen Police a fortnight ago.

The case is proceeding.

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The case is proceeding.

At the Magistracy, this afternoon

TECHNICAL INSTITUTE.

The following students were successful at the annual examination held in June, 1919.

The names are first, the subject next. The first figure indicates the stage, the second the result. "D" means a pass with distinction.

Abbas, Peter, Chemistry, Theoretical I P.

Alaridin, Ismail Mohamed Short-hand, 70 words per minute Spd P.

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CORRESPONDENCE.

SAILORS TOO.

(To the Editor of the China Mail.)

Dear Sir:—An appeal has been made in the papers for literature and games for the troops going home in the "Atreus." There are twice as many men of the Royal Navy going by the same ship and I should be glad to receive packs of cards, other games and magazines addressed to the Naval Yard—Yours, etc.,

F. G. B. HASTINGS,
C/O. H.M. Dockyard.

ANOTHER OPINION.

(To the Editor of the China Mail.)

Dear Sir:—The appeal you have given to the outposts of civilization, is significant. The morning sermon was equally outspoken, and in occasion with the evening address set some of the quibbles talking. Why not publish it? If the opinion of not a few is published would do much more good than the Hong Konger sermon, which was only a "let us hope the reverend gentleman will speak out again, on the lines of the morning sermon."

The reverend gentleman can say what he likes in his own pulpit, no one can object to that, but there are not a few who regret that this particular outspoken sermon was selected for publication. The reverend gentleman knows his own business best, but it is the wish of many that his sermons will be few and far between.—Yours, etc.,

SPEERMOTOGOS,
Hongkong, August 13, 1919.

BANKRUPTCY COURT.

"ONE OF THE FEW HONEST BANKRUPTS."

A session of the Bankruptcy Court was held yesterday before Mr. Justice Melbourne. In the matter of the Hing Long firm, in which application was made for discharge, Mr. J. D. Lloyd, official receiver, opposed the application for 12 months, mentioning that the applicant had paid a debt of \$14,000 just before he declared his bankruptcy.

Mr. E. L. Agassiz said he appeared as trustee for the bankruptcy and not as solicitor. He said that he thought it fair to state that, in his opinion, this was one of the few honest bankruptcies which came up before the Court. The firm had been established in Hongkong for over 25 years and the man had behaved very honestly in distributing all his assets. The \$14,000 which Mr. Lloyd had spoken about had no doubt been paid under pressure. The man was anxious to commence trading again, so that he might be able to support himself. He trusted that the discharge would be postponed for six months and not for a year.

Mr. Lloyd said that the book debts of the firm amounted to a considerable sum.

Mr. Agassiz said that these debts were mostly out of the Colony and therefore unrecoverable.

The discharge was postponed for 12 months.

P. AND O. BONUS SHARES.

PREPARING FOR FUTURE.

The Peninsular and Oriental Steam Navigation Company has a general reserve of \$1,500,000 and a contingent fund of \$550,000, and the directors think it possible, although they have no definite scheme before them at present, that they will some day want to reserve the fashion of capitalizing reserves or "cutting a meadon," as the Americans call it. They summoned a meeting for July 3 with a view to the passing of a special resolution to enable the company to capitalize all or any part of its undivided profits by issuing to shareholders against the unpaid-up capital, full-paid stock at present unissued, and also to enable the company to pay dividends in specie by distributing stock or other specific assets.

The company made no additions to its general reserve out of the profits of the last two years, but \$50,000 was set aside each time for contingencies. The dividend has been 18 per cent. for the last three years, and, as the company's fleet probably stands in the books now at much less than its selling value, it will not be surprising if a bonus distribution is desired as a means of putting a different complexion upon the accounts. It may be recalled, however, that the report issued last December said that, in view of the grave uncertainties of the future of shipping, the directors feel confident that the proprietors will concur with them in the policy of building up the company's reserves.

Book-keeping I. III, Mr. H. Sykes.
Cookery I, Mrs. C. E. Clarke.
(Sd.) E. BURNS,
Director,
Technical Institute.

DEATH OF BRITISH BOY.

FOLLOWING AN OPERATION.

Sorrow and sympathy were occasioned by the death of Robert William Winfield, son of Mr. W. Winfield, of the clerical staff of the Naval Dockyard, and Mrs. Winfield, Schoolmistress of the Diocesan School.

A promising lad of 14 years, the deceased was ill for some weeks and returned to his occupation as apprentice engineer in the Naval Dockyard. He was taken ill again on Saturday and removed to the Naval Hospital on the following day.

An examination proved that he was suffering from appendicitis, and an operation was performed at 8 p.m. the same day. Thereafter his condition was regarded as serious, and he passed away about noon yesterday.

He was a member of the Cadet Corps. A bright, fond of life, a splendid swimmer and full of life, the deceased was the type of boy that can never be spared.

A large circle of friends extend their sympathy to the sorrowing parents in the loss of the eldest son.

The funeral takes place this evening at the Protestant Cemetery.

DEATH OF Mr. D. SHAW

A great many people in Hongkong will be sorry to learn that Mr. D. Shaw died last night, about 11 o'clock, at the Peak Hospital, where he had been about a month with typhoid fever. At the Kowloon Dock, where he was employed about four years, and was a general favorite, his loss will be keenly felt. Members of the Hongkong Defence Corps will also mourn him. The late Mr. Shaw was marine engineer on the *Lochess* and other steamers before he joined the Dock force.

Athletic and sporting clubs know him well.

It is a sad case in many ways. His wife left for home about four months ago. Informed by cable of his illness, she started to come back at once, and is now somewhere on the voyage out. Efforts are being made to advise her that it is now useless to continue her sad journey. There is one child.

The funeral will be military, and will pass the Monument at 5 o'clock this evening.

MILITARY TO COMMANDEER HOUSES?

The *China Mail* learned and yesterday announced that there is a scheme on foot to commandeer or otherwise obtain a large number of houses for occupation by military officers and soldiers' families.

The idea is said to have been suggested by the War Office to take over a number of civilian houses here. We believe that the Military Heads of Departments held a preliminary pow-wow yesterday morning.

The scheme to take over houses to accommodate military families due to arrive with the new regiment, is said to include that large block of flats next to the Seamen's Institute, formerly used as a hospital.

This building is occupied mainly by Japanese and if these are evicted, they will surely find Europeans elsewhere.

Whatever the scheme may be and wherever houses are taken, it is bound to recoil on the Europeans in some part of the Colony.

We hope we can rely on the Hongkong Government to insist on the military erecting quarters for their families before such families arrive.

It will be hard enough to have the thirty civilian families now in military quarters turned into the street without having a host of others to keep them company.

ATTEMPT TO BURGLE HONGKONG BANK.

A BANGKOK SCARE.

During the night of July 27 an attempt was made to effect an entrance to the strong-room of the Hongkong and Shanghai Bank, Bangkok, through the ceiling. The floor of the residential quarters of the bank was out and an opening made to allow a man to get beneath. This brought the thieves to the roof of the strong room, which they speedily perceived was too big a proposition, and they contented themselves with loosening a number of bricks in a wall. The labours of the night being of a fatiguing character, the workmen looked for refreshment and found it. A number of bottles of beer were consumed and four or five empty glasses left behind. Baulked of effecting an entrance to the strong room the visitors took anything that was likely to be readily realizable.

The mess outlery, a clock, and a silver cup belonging to one of the staff, were amongst the missing articles. The outlery was found in Bangkok the following morning.—Bangkok Times.

DRESSES AT THE ROYAL GARDEN PARTY.

Nearly all the women at the garden party at Buckingham Palace were frocks; there were not more than half a dozen coats and skirts—these usually of some—and comparatively few capes were worn. Nearly all the young girls wore white frocks, generally relieved by some sash or hat of vivid colour, or gowns of delicate shades. The skirts were all longer than had been worn for years, and in some cases they touched on even trailed on the ground. Very little fringe had been used for trimming, but a good many dresses were trimmed with ostrich feathers. One pretty, very young girl wore a challenging frock of white chambray, the bodice severely plain, the skirt covered with eight rows of white ostrich feather trimming. A good many wore elbow sleeves, but none had the very short, almost sleeveless frocks.

There was endless variety in the styles and the materials chosen. Foulard was less used than might have been expected. Maudlin coats and wonderful Eastern embroideries, brocades and heavy woven embroidered tissues were worn by some of the older women. One girl had a mandarin coat of shimmering white, and there was a marked Victorian tendency in the frocks worn by many of the younger girls. One of these had a pale pink muslin skirt flounced from waist to hem.

Large were freely used—white frocks were made of it, and some of the prettiest hats were of Irish or flax or net lace. Plumes were worn round the hats or sticking up in helmet fashion, and one of the most becoming hats, made in helmet shape with Mercury wings of pale grey satin, had a strap of narrow green ribbon under the chin. Here and there were some vivid colours. The wonderful coat worn by a beautiful woman in a white frock with frilled white muslin hat trimmed with a large bow of black velvet attracted a great deal of attention. It was of crimson velvet, the back half of the skirt made of mole-coloured velvet striped with wide bands of gold.

Smart costumes such as these were worn in equal proportions with the quieter costumes and simple hats of the ladies, wives of high dignitaries and people from distant parts of the country, who cared nothing about the social aspect of this ceremony but valued the opportunity of being received by the King and Queen.

TO-DAYS ADVERTISEMENTS.

THE HONGKONG HOTEL CO., LIMITED.

NOTICE.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of \$4 per Share has been declared for the Half Year ending 30th June, 1919.

The Dividend will be payable on and after THURSDAY, the 28th August, 1919, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from 20th to 27th August, 1919, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, August 14, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned.)

OR

TUESDAY,

August 19, 1919, at 2.30 p.m.,

at their Sales Rooms, No. 9,

Des Voeux Road, Corner of

Ice House Street,

A number of lots of LINOLEUM EDGES,

of various sizes and colours

will be sold in lots to suit purchasers.

Terms—Cash.

HUGHES & HUGHES,
Auctioneers.

Hongkong, August 14, 1919.

SPECIAL MATINEE

— AT THE —

VICTORIA THEATRE.

Owing to the fact that we are

shortly to show a fine serial with

"PEARL WHITE",

we have decided to hasten the

screening of

"THE BULL'S EYE."

Consequently TO-DAY and

TOMORROW at MATINEE,

we will present Episodes 3, 4

and 5.

At the MATINEE on

SATURDAY (2.15 & 5) we will

screen Episodes 6, 7 and 8.

NOTICES.

LANE, CRAWFORD & CO.

NEW STYLES

IN

WASHING FROCKS

AND

BLOUSES.

WHITE WASHING

SKIRTS

IN PIQUE AND LINEN

FROM \$4.50 EACH.



WHITE SHOES

FOR LADIES AND CHILDREN.

SOUND RELIABLE FOOTWEAR

IN COMFORTABLE SHAPES.

COLUMBIA

"LITTLE WONDER"

RECORDS

NEW STOCK JUST RECEIVED.

THE ANDERSON MUSIC COY., LTD.

(THE COLUMBIA SHOP.)

16, DES VOEUX ROAD. TEL. 1322.

THE HERRING-HALL-MARVIN

SAFE

STANDS UNEQUALLED IN THE WORLD TO-DAY.

ALL SIZES IN STOCK—PRICES ON APPLICATION

MUSTARD & CO.,

4, DES VOEUX ROAD CENTRAL. TELEPHONE 1186.

AGENTS in HONGKONG, AMOY, SWATOW AND CANTON:

BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and Biliary Complaints

Relieves GOUT and RHEUMATISM and prevents INDIGESTION.

AQUAPERIA.

A BRITISH APPEAL MINERAL WATER.

BOTTLED AT HARROGATE SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY.

14, Queen's Road, Central. Telephone No. 1877.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong Kong about	Due Marseilles about	Due London about
"NAGOYA"	28th August	23rd September	7th October
"KRIYA"	23rd October	26th November	4th December

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hong Kong about	Due Bombay about
"DUNERA"	7th September	26th September

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hong Kong about	Due Calcutta about
"ARRATON APCAR"	2nd Sept.	25th Sept.

SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hong Kong about	Due Shanghai about
"ITOLA"	20th August	Shanghai & Kobe.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
MAGNINON, MACKENZIE & CO., Agents.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Specs and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS FROM HONGKONG.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

FOR JAVA PORTS.

FOR JAPAN PORTS.
BORNEO MARU on 15th Aug.
HOKUTO MARU on 9th Sept.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
AMAZON MARU Friday, 15th August.
ALTAI MARU Friday, 23rd August.

SINGAPORE & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

SUKHOS AIRER, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.
TACOMA MARU Wednesday, 10th September.SOMBAI COLOMBO—Regular fortnightly service via Singapore.
KARADO MARU Thursday, 14th August.
BURMA MARU Sunday, 31st August.SAIGON, HONGKONG, SINGAPORE—Regular monthly service.
BHISEN MARU Monday, 1st September.SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.
LUZON MARU Beginning of October.VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly service touching at intermediate ports in Japan and
Australia and calling at SINGAPORE, S.W. in connection with Chicago,
Milwaukee and St. Paul Railway.AFRICA MARU Monday, 18th August.
CANADA MARU Monday, 1st September.JAPAN PORTS—KOBE.
SHELUNG, TAKAO VIA SWATOW, AMOY.These steamers have excellent accommodation for 1st and 2nd class Saloon
Passengers and will arrive and depart from the O.S.K. WHARF,
near the Harbour Office.For TAKAO via SWATOW and AMOY.
SOSU MARU Friday, 15th August, at 8 a.m.For KEELUNG via SWATOW and AMOY.
AMAKUBA MARU Sunday, 17th August, at 10 a.m.For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S

BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
WUHU	CHUNSHI	Aug. 15, Daylight	
PAKHAI & HAIPHONG	KAIFONG	Aug. 15, at 9 a.m.	
HOLOLO & KOLUMBUNGAN	PAKHAI	Aug. 15, at 10 a.m.	
HOLOLO & SINGAPORE	LINAN	Aug. 17, at 10 a.m.	
SHANGHAI	WUHU	Aug. 18, at 4 p.m.	
SHANGHAI	SUWANG	Aug. 19, Daylight	
SWATOW & BANGKOK	SUPH	Aug. 19, at 11 a.m.	
SHANGHAI	TRICHON	Aug. 20, Daylight	
SHANGHAI	CHIKLAN	Aug. 21, at 4 p.m.	

SEANGHAI LINE—PASSENGERS, MAIL, AND CARGO. Excellent
Saloon accommodation and facilities. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wusung.BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—BUTTERFIELD & SWIRE,
498/501.

Telephone No. 28.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
MANILA	YUENSANG	FRIDAY, Aug. 15, at 2 p.m.	
SHANGHAI via NINGPO	TUNGSHING	SATURDAY, Aug. 16, Daylight	
KOBE	NANGSANG	SATURDAY, Aug. 16, at 6 p.m.	
SHANGHAI via SWATOW	HANGSANG	SUNDAY, Aug. 17, Daylight	
SHANGHAI	WOSANG	TUESDAY, Aug. 18, Daylight	
TIEN-TSIN	CHONGSHING	TUESDAY, Aug. 19, Daylight	
SANDAKAN	YANGSHING	TUESDAY, Aug. 19, at Noon	
STRAITS & CALCUTTA	YANGSHING	TUESDAY, Aug. 19, at 3 p.m.	
MANILA	LOONGSANG	FRIDAY, Aug. 22, at 3 p.m.	
STRAITS & CALCUTTA	FOOKSANG	SATURDAY, Aug. 23, at 3 p.m.	
KOBE	EWASANG	TUESDAY, Aug. 26, at 5 p.m.	

CALCUTTA LINE—This line has now been reorganized and affords regular sailings to Calcutta
via Singapore and Penang. Steamers from Calcutta proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading are
issued to all Northern and Yangtze Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailing on alternate Fridays.HAIKONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haitan, Swatow, Amoy, and Fookchow.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
special accommodation for passengers and cargo.TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Wuhu and Chiao.Under British Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passport with their
Photograph and description affixed thereto.
For Freight or Passage, apply to—THE GENERAL MANAGERS
JARDINE, MATHERSON & Co., Ltd.,
Tel. No. 216.THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN KNIGHT" About August 18.
"ELDRIDGE" About August 18.
"EDMORE" About August 25.
"WEST HEPBURN" Middle September.For PORTLAND direct.
"COAXET" Late August.
Through Bills of Lading issued to Overland Common Points.FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
JOHN J. GORMAN, GENERAL AGENT,
Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.Sailings from Hongkong—Subject to change without notice.
Steamers Tons Leave Hongkong."PERIA MARU" 8,000 23rd August.
"KOREA MARU" 20,000 10th September.
"NIPPON MARU" 11,000 25th September.
"TENYO MARU" 22,000 2nd October.
"SIBERIA MARU" 20,000 10th October (from Yokohama).
"SHINYO MARU" 21,000 10th October (from Yokohama).

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, VALPARAISO,
CALLAO, AERCA and IQUIQUE.Thence by Trans-Andean Route to Buenos Aires.
Steamers Tons Leave Hongkong:"ANYO MARU" 18,000 Sept. 10th.
"SEIYO MARU" 14,000 Sept. 10th.
"KIYO MARU" 17,000 Nov. 4th.Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—T. DAIGO, MANAGER,
KING'S BUILDING.
Telephone Nos. 2374 and 2375.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship
"VAN WAERWYCK"
will be despatched on the 21st August to—
SINGAPORE, PENANG and BELAWAN DELI.This vessel offers excellent Cabin accommodation for Saloon-passengers.
Wireless Telegraphy.
For Freight and Passage apply to—JAVA-CHINA-JAPAN LIJN,
Telephone No. 1574.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Mell) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DATE
Monteagle	Aug. 16	Sept. 9
Empress of Japan	Aug. 16	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 22
Monteagle	Oct. 23	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Monteagle	Jan. 1	Jan. 25
Empress of Russia	Dec. 25	Jan. 12

FARES HONGKONG TO UNITED KINGDOM.

"EMPEROR OF RUSSIA" Gold 1st class 140/6
"EMPEROR OF JAPAN" Gold 1st class 140/6
"MONTAGLE" Gold 1st class 140/6CANADA'S NEW TRAIN DE LUX
"THE TRANS-CANADIAN LIMITED"
Vancouver to Montreal 32.5 hours.For particulars regarding passage rates, sailings, rates and through
bills of lading, apply to the General Agent, J. M. WALLACE,
General Agent, Passenger Dept.,
P. O. Box 724, Vancouver, B.C.HONGKONG.
CANADIAN PACIFIC
OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in Saloons
and Saloons. Excellent Cuisine.SWATOW, AMOY & FOCHOW
AND RETURN.
(Occupying 8 to 10 Days)QUINNEBAUG Capt. Medina SUNDAY, 17th August at Noon.
HAITAN Capt. A. H. Stewart TUESDAY, 19th August at 1 p.m.SWATOW.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).
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SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU."NANKING" August 22nd, 1919.
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PASSENGER SERVICE.
C. H. BITTER, Freight and Passenger Agent,
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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (East), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.FROM HONGKONG: PROPOSED SAILING. Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

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Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.For dates of departure, Rates of Freight, apply to—
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"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)
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TO
UNITED KINGDOM & CONTINENT.FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.For THE BANK LINE, LTD.
Subject to change without notice.

C/O to REISS & Co., Canton.

TO THOSE GOING AWAY

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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
WHILE IT AWAY.PRICE 10 CENTS PER ANNUM, INCLUDING POSTAGE.
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THE CURRENCY PROBLEM.

VIEWS OF THE BENGAL
CHAMBER OF COMMERCE.Calcutta, July 14.—In the course
of a lengthy note submitted to the
Indian Currency and Exchange Com-
mittee the Bengal Chamber of Com-
merce after an elaborate examination
of the effect of the war on the Indian
exchange and currency system, say
that they do not consider that
by debasement, inconvertibility
or any other expedient alone
it will be possible to satisfy
the requirements of trade if the trade
demand stability at as low an ex-
change rate as is, in the present
circumstances, possible and the
chamber believe that this can only
be brought about by a combination
of (1) the readiness and power
of Government to sell Councils
to reserve Councils to the
extent of the trade requirements
within certain maximum and
minimum rates, (2) the recogni-
tion of the right of India to the
free importation of both gold and
silver, (3) the provision of an ample
gold standard reserve of which a
large proportion must be held in
gold, (4) the provision of a large
metallic backing in the currency note
reserve, (5) the power to Government
to refuse the encashment of notes
temporarily as a last resort in the
event of the price of silver rising
above the exchange value of the
rupee.Without further knowledge of the
silver markets and production the
Chamber are not prepared to name
the rates of exchange at which the
securing the stability is possible, but
they hope that it will not be found
necessary to fix the rate higher than
that ruling to-day. Finally before
all other considerations the Chamber
place stability.SHIPBUILDING
AMALGAMATIONS.The extension of the policy of
amalgamation in the shipbuilding
industry is an interesting sign of the
times. The rumour that the North-
umberland Shipbuilding Company,
which recently absorbed Doxford's,
has now joined hands with the
famous Fairfield establishment has
not been confirmed at the moment
of writing, but it is probably correct,
and the fusion will constitute a very
strong combine. The Govan yard
and its auxiliaries is a fine example
of shipbuilding enterprise. The cap-
acity of the undertaking was materially
expanded during the war period, and
important developments have also
been made by the Northumberland
Company and by Doxford to meet
the shipping requirements of the
nation in war and merchant vessels.
This combination is only typical of
a policy which will be widely follow-
ed. It is not suggested that the
idea is new—and of course the John
Brown, Vickers, and Cammel Laird
interests represent great amalgama-
tions which have been long in
existence. These are, however,
undertakings which represent a
successful attempt to build up
self-contained enterprises—steel
works, marine engineering shops,
as well as shipyards—so that these
famous Sheffield establishments, with
the shipbuilding branches of the
enterprises on the Clyde, at Barrow,
and at Birkenhead, can produce a
battleship or merchant vessel from
their own resources, from the mining
of the ore and coal to feed the metal-
making furnaces, the construction of
the machinery, armour, armament,
and the fashioning of the ship itself
up to the hoisting of the pennant.
The Vickers combine is now in an
even more complete form than this,
and in its present shape probably
represents all that can be done with
any advantage in the fusion of in-
terests. The objects sought are easy
to understand, and on the technical
side are quite important. A ship-
yard playing a lone hand is dependent
on supplies of material, machinery,
and equipment from outside sources,
and in the present trend of events in
the engineering world, with its risks
of labour troubles, there are diffi-
culties and delays in connection with
deliveries which add greatly to the
difficulty of fixing time limits for the
completion of shipbuilding contracts.
That is one aspect of the fashion in
amalgamation: if a shipbuilder can
draw on resources affiliated to his
own undertaking for materials and
machinery it may enable him to fix
delivery within a period which may
mean the winning of important con-
tracts in competition with foreign
rivals. It will be said that the
proposed fusion of interests
between the Fairfield and North-
umberland Companies is rather a
shipbuilding combine than an
attempt to bring all the branches of
trade which minister to shipbuilding
under single control. That is not a
well-informed criticism; the interests
of the two companies named extend
over a somewhat wide field. In any
case what is lacking to render this an
entirely self-contained enterprise can
be added later, and even as matters
stand to-day, there are gains in the
union of strong interests on the North-
East Coast and the Tyne which
promise to be big.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON

S.S.	Leaves Hongkong about	Due MARSEILLES about	Due LONDON about
NAGAYA KHIVA	28th August 23rd October	28th September 28th November	7th October 4th December

BOMBAY via STRAITS & COLOMBO.

S.S.	Leaves Hongkong about	Due Bombay about
DUNERA	7th Sept.	28th Sept.

CALCUTTA via STRAITS and RANGOON.

S.S.	Leaves Hongkong about	Due Calcutta about
ARRATON APCAR	2nd Sept.	26th Sept.

SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leaves Hongkong about	Due Shanghai & Kobe about
ITOLA	20th August	Shanghai & Kobe.

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's surveyors Messrs Goddard and Douglas, at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognized. No claims will
be admitted after the goods have left the Godowns.

For Further Information, Passages, Freight, Handbooks, etc., apply to
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Agents.
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F. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
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SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee and St. Paul Railways.

KASHIMA MARU (Omitting Keelung) Saturday, 23rd August, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Friday, 19th September, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

INABA MARU Friday, 22nd August, at Noon.

KAMOI MARU Friday, 5th September, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 20th August, at 11 a.m.

TANGO MARU Wednesday, 24th September, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,
San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

SHINGO MARU Wednesday, 13th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Saturday, 23rd August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU Friday, 15th August.

ATSUTA MARU Tuesday, 19th August, at 11 a.m.

BOMBAY MARU Thursday, 21st August.

SHIDZUOKA MARU Thursday, 4th September, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc).

TAJIMA MARU (Marseilles & Liverpool) Middle of August.

WAKASA MARU (London & Antwerp) End of September.

TSUYAMA MARU (Marseilles & Liverpool) End of September.

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S. YASUDA, Manager.

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Estimates furnished on application. WONG PING WA, Manager.

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DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
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San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 10th September.
San Francisco via Shanghai, Japan &c.	West Conch	Pacific Mail S.S. Co.	On 18th August.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 18th August.
San Francisco via Shanghai, Japan &c.	China	Pacific Mail S.S. Co., Ltd.	On 10th Sept., at Noon.
San Francisco via Shanghai, Japan &c.	China	Pacific Mail S.S. Co., Ltd.	On 11th Sept.
Seattle, Tacoma, Victoria & Vancouver.	Western Knight	The Admiral Line	On 22nd August.
Victoria, B.C., & Seattle via S'hai, &c.	Africa Maru	Nippon Yusen Kaisha	About 15th August.
Vancouver via Shanghai, Japan &c.	Kashima Maru	Nippon Yusen Kaisha	On 18th August.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	On 23rd Aug., at 11 a.m.
Kobe	Namsang	Nippon Yusen Kaisha	On 18th August.
Australian Ports via Manila	Aki Maru	Nippon Yusen Kaisha	On 18th Aug., at 5 p.m.
Australian Ports via Japan	Anyo Maru	Gibb, Livingston & Co., Ltd.	On 20th Sept.
Portland	Coast	The Admiral Line	On 28th Aug., at 11 a.m.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	About 25th August.
Shanghai, Kobe & Yokohama	Rosoku Maru	Nippon Yusen Kaisha	On 25th Aug., at 11 a.m.
Shanghai and Kobe	Isola	P. & O. S. N. Co.	On 15th August.
Shanghai	Tangshing	Jardine, Matheson & Co., Ltd.	On 20th August.
Shanghai	Wosang	Jardine, Matheson & Co., Ltd.	On 18th Aug., Dlight.
Straits & Calcutta	Suiyang	Butterfield & Swire	On 19th Aug., Dlight.
Singapore, Penang & Belawan-Doh	Poosang	Jardine, Matheson & Co., Ltd.	On 18th Aug., Dlight.
Taipei via Swatow & Amoy	Via Swatow	Osaka Shosen Kaisha	On 21st August.
Keelung via Swatow & Amoy	Am-kusa Maru	Osaka Shosen Kaisha	On 15th Aug., at 9 a.m.
Swatow, Amoy & Poochow	Quinnaboug	Douglas Laipair & Co.	On 17th Aug., at 10 a.m.
Manila	Tungasang	Jardine, Matheson & Co., Ltd.	On 17th Aug., at Noon.
Japan	Borneo Maru	Osaka Shosen Kaisha	On 18th Aug., at 3 p.m.
Bombay & Colombo	Burma Maru	Osaka Shosen Kaisha	On 23rd Aug., at 3 p.m.
London and Antwerp	Amazon Maru	Osaka Shosen Kaisha	On 21st August.
London via S'pore, Pang & Cbo &c.	Isaba Maru	Nippon Yusen Kaisha	On 18th August.
Mauritius, Delagoa Bay, Durban	Tacoma Maru	Osaka Shosen Kaisha	On 22nd Aug., at Noon.

Y. K. K.
YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

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NANYO MARU No. 3
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SINGAPORE.

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Level and Storage of water in reservoirs
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CITY AND HILL DISTRICT WATER WORKS

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NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "COLOMBIA,"

From SAN FRANCISCO, HONOLULU,

JAPAN PORTS, SHANGHAI AND

MANILA.

The above-mentioned vessel having

arrived from the above-mentioned ports,

Consignees of Cargo are hereby informed

that their Cargo will be landed at their

respective wharves, and/or at the

Hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.,

and stored at Consignee's risk.

Consignees of Cargo are hereby notified

that they must produce an Import Permit

issued by the Superintendent of the

Imports and Exports, Hongkong, before

bills of lading can be countersigned.

All broken, chafed and damaged Goods

are to be left in the Godowns where they

will be examined on August 14, at

10 a.m., and August 15, at 10 a.m.

All claims must be presented within a

month of the steamer's arrival here, after

which they cannot be recognized.

No claim will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after

August 15, will be subject to rent.

No Fire Insurance whatever will be

effected.

Consignees are requested to send in

their Bills of Lading for countersignature

immediately.

Pacific Mail S.S. Co.,

Alexandra Buildings,

J. ORAM SHEPPARD,

Acting Agent.

Hongkong, August 8, 1919.

KWONG SANG & CO.

51, 53 & 55 CONNAUGHT ROAD CENTRAL.

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VIA PERSIAN GULF, CONTINEN-

TAL, AMERICAN AND SOUTH

AFRICAN PORTS.

The Homeward Mail Steamer Dunera

carrying His Majesty's Mails will

be despatched from this port on or about

7th September taking Cargo for the above

ports. Passengers' accommodation in

the connecting vessel, if available, secured

before departure from Hongkong.

S.S. and valuable Cargo for Italy,

France, and London (under arrangement)

will be conveyed in this steamer

proceeding via Bombay and there

transhipped to the oncarrying steamer

for Marseilles and London.

Parcels will be received at this Office

until 3 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, sailing dates,

etc. apply to

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong.

A. KWAI & CO.

11 & 13 CONNAUGHT ROAD CENTRAL, HONGKONG.

"NAVY CONTRACTORS"

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KAISHA, LTD.

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COAL, GENERAL IMPORTS and

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SOLE PROPRIETORS OF

TAKASHI, OCHI, MUTABE,

KIMURA, KOBAYASHI,

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SHINKEI, SAKIYAMA, HIRAI,

and OYUBARI COAL MINES.

AGENTS FOR SAKITO COAL.

WINE, KINGS, WOMEN AND TRUTH.

This amusing letter was in the North China Daily News:

Sir—I see by to-day's paper that the redoubtable Women's Christian Temperance Union has plunged into the controversy over alcohol with an advertisement which seems intended to convey the impression that the British Medical Association is on the side of prohibition. Before commenting on this advertisement I hope you will be able to find room for a little story or apocryphal from the ancient Hebrew scriptures, as it will help to elucidate the point I wish to make. I am sure the story will be new to most of your readers.

It was in the time of Darius, King of the Medes and Persians, several centuries B.C. Three young courtiers determined to write public essays which would bring them great honour and wealth. The first wrote, "Wine is the strongest." The second wrote, "The King is strongest." The third wrote, "Women are strongest," but above all things Truth beareth away the victory.

The king summoned all the great men of the empire to hear the essays, and sat him down in the royal seat of judgment.

Then began the first who had spoken of the strength of wine; and he said thus—

"O ye men, how exceeding strong is wine! It causeth all men to err that drink it; it maketh the mind of the king and of the fatherless child to be all one; of the bondman and of the freeman, of the poor man and of the rich; it turneth also every thought into jollity and mirth, so that a man remembereth neither sorrow nor debt. And it maketh every heart rich, so that a man remembereth neither kiff nor governor; and it maketh to speak all things, by talents. And when they are in their cups, they forget their love both to friends and brethren, and a little after draw out swords. But when they are from the wine they remember not what they have done. O ye men, is not wine the strongest, that enforceth to do thus?"

And when he had so spoken he held his peace.

Then the second that had spoken of the strength of the king lifted up his voice. He told of the majesty and power of the king, how he could bid armies make war the one against the other, and if he sent them out against the enemies they go, and break down mountains, walls and towers. They slay and are slain, and transgress not the king's commandment. . . . O ye men, how should not the king be mightiest, when in such sort he is obeyed?"

And he held his tongue.

Then the third, who had spoken of women and of the truth began to speak—

"O ye men, it is not the great king, nor the multitude of men, neither is it wine that excelleth. Who is it then that ruleth them, or hath the lordship over them? Are they not women? Women have borne the king and all the people that bear rule by sea and land. . . . Yes, and if men have gathered together gold and silver, or any other goodly thing, do they not love a woman which is comely in favour and beauty?"

Do ye not labour and toil, and give and bring all to the woman? . . . Yes, many there be that have run out of their wits for women and become servants for their sakes. Many also have perished, have erred, and signed for women. And now do ye not believe me? Is not the king great in his power? Do not all regions fear to touch him? Yet did I see him and Apame the king's concubine, the daughter of the admiral, Bartacus, sitting at the right hand of the king, and talking the crown from the king's head, and setting it upon her own head, she also struck the king with her left hand. (I hope the grave and elderly ladies of the W.C.T.U. will forgive the recital of these scandalous details as I cannot but quote what is in the original.—M.E.V.)

"And yet for all this the king gaped and gazed upon her with open mouth; she laughed upon him he laughed also; but if she took any displeasure at him, the king was fain to flatter her; she might be reconciled to him again. O ye men, how can it be if women should be strong, seeing they do thus?"

Then the king and the princes looked one upon another. Then he began to speak of the truth.

"All the earth calleth upon the truth and the heaven blesteth it. Wine is wicked, the king is wicked, women are wicked." (Of course the W.C.T.U. had not then come into existence as a distinct organization with power to compel recognition of its undeniable virtues.—M. E. V.)

"and the children of men are wicked, and such are all their wicked works; and there is no truth in them; in their unrighteousness also they shall perish. As for the truth, it endureth, and is always strong; it liveth and conquereth for ever more."

And all the people then shouted and said, "Great is Truth and mightier above all things." And the king promised to give the champion of truth all he asked for, and thou shalt sit next me and shalt be called my cousin." Perhaps I should say that all the speeches have been much abbreviated from the fear of trespassing too much on your space.

My comment on the advertisement will be very brief and like the rest of this letter, will consist of

THE SHIPPING EXHIBITION.

PROMINENT DUTCH DISPLAY.

There is nothing violently national about the Shipping, Engineering and Machinery Exhibition to be held at Olympia, London, from September 25 to October 17 this year, and many of the most interesting exhibits are promised by foreign firms. The centre of the exhibition will be taken up by a large display of Dutch shipping (naval and mercantile), shipbuilding and engineering arranged by a Royal Commission appointed by the Netherlands Government, with Dr. W. R. Bisschop as chairman. He is supported by many well-known Dutch engineers, shipowners and shipbuilders. The list of exhibitors includes all the steamship lines, and most of the dock and harbour companies, coal, oil and engineering concerns in Holland.

The practical business aspect of the exhibition is indicated in the fact that over 5,000 probable buyers have already been invited from the Continent and the Colonies. There has been very keen competition for space at Olympia, and several well-known British firms have been unable to obtain even the smallest stand. Nevertheless the exhibition will be one of the most representative collections of the sort that has ever been seen in Europe, and there will be a vigorous educational branch in the form of lectures, working models and cinematograph displays. Special facilities are going to be offered to students and to the employees of the great shipbuilding yards and engineering works of this country to visit the exhibition.

PORT OF LONDON DEVELOPMENTS.

The visits which were made recently by members of the House of Commons and the House of Lords to the port of London with the object of bringing home to Parliamentarians the reasons why the port should be excluded from the undertakings to be controlled by the Ministry of Ways and Communications provided an opportunity of seeing something of the recent developments. Incidentally these visits provided Lord Devonport with an opportunity of stating the case of London in connection with the opposition to the injudicious proposals of the Transport Bill.

It was not, of course, possible in the time at disposal to inspect the whole of the dock estate between the London Docks and Tilbury, and the visit was confined to London Docks and the Victoria and Albert Docks, where the extension works are making such progress that the new docks will be opened for traffic in the course of two or three months. The Victoria and Albert Dock system already includes 184 acres of water area with very extensive quay and warehouse accommodation, as well as new cold storage accommodation having a capacity of 500,000 casks of sheep. The new dock will not only add an additional 65 acres of water area, with a depth of 35ft., so that steamers of the deepest draft can be received, but the entrance dock and the dry dock have been constructed on a liberal line, the former being 800ft. long and capable of floating a caisson, while the dry dock is 750ft. long and 100ft. wide. This scheme does not, however, exhaust the programme of improvement at the docks, as a large area of land has been acquired on the north side of the existing Albert Dock, and is in contemplation of constructing a new dock about 120 acres in extent, 45ft. deep, with three miles of quay as well as additional graving dock accommodation. New cold stores and new quays and further shed and warehouse accommodation in addition to those already approaching completion will be provided on the south side of the Royal Victoria Dock.

The new river jetty at Tilbury, with which excellent progress is being made, was not inspected by the Parliamentary visitors, but this two-storey structure, 1,000ft. long, and having a depth alongside at low water springs of 35ft. of water, is being equipped with modern appliances for the rapid discharge of vessels into railway trucks, barge, or into covered storage below, and will be a most important addition to the resources of the port. Many other works are authorised, including a river landing stage at Tilbury and improvements at the London docks, West India and Millwall docks, at the East India and at the Surrey Commercial docks.

In the official publication of the British Medical Association, the "British Medical Journal," June 21, 1919, is an editorial which concludes with these words: "The temperance cause has always suffered from over-statement. The vast majority of people in all the Allied countries are in the habit of taking alcoholic beverages, and of this majority only a very small minority take them to excess. The whole temperance agitation is suspecting owing to the exaggerations of its more extreme advocates."

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MAGNA EST VERITAS.

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AIR MINISTRY IN CLOVER.

£129,340 A YEAR FOR FREE MOTOR RIDES.

Striking testimony of the waste of public money and the want of system and control which encourages it is given in the First Report of the Select Committee on National Expenditure issued on June 12 as a Parliamentary Paper. The report is mainly concerned with the Air Ministry, with particular reference to the extravagant use of motor cars by officials. Following are outstanding features:—

1. Mr. Churchill had two motor cars allotted to him by the War Office and Air Ministry. When he notified the latter that he did not need the car the officer in charge did not get the notice.

2. Touring cars for the Air Ministry officials have been maintained at the rate of £129,340 a year.

3. After the Armistice aeroplanes not wanted were still received from contractors in order to give work. They were then sent to the National Factories "to be destroyed to keep the people there employed."

4. Air Ministry Estimates for 1919-20 were presented to Parliament before Treasury Consent was obtained. This calls for "severe condemnation."

The number of motor cars for the use of the Department at the present time is 48—32 being allotted to 33 officials for their own use and 15 pooled generally for the use of the staff.

CURIOUS LOG-BOOK RECORDS.

It appears that log-books of the allotted cars are kept, and when the Committee inquired as to whether these were ever examined they were informed that two examinations took place in July, 1918. The following are extracts from the official reports:—

Cars are frequently used for the purpose of conveying officers to and from the various termini, and in some cases to fetch the allottees from their residences in the suburbs, and one appears to make frequent visits to the City.

Several journeys seem too short to necessitate the use of a car. One Crossley touring car has been employed during an entire week on journeys between the War Office, Haymarket, and Hotel Cecil, varied by one trip to Liverpool Street Station, total mileage 106, petrol consumption 11½ gallons.

In the week ended July 27 27 cars had a mileage of less than 100 a week.

Most of the cars are obtained at Kensington, and it frequently happens that a car is requisitioned to make such short journeys as that to the War Office and other really adjacent places, and has first to make the journey from Kensington.

One of the officials with a car told the committee that his duties were almost entirely at the Hotel Cecil, varied by occasional visits to the War Office and the Treasury. He said the car fetched him from his home in the morning, took him out to lunch, and took him home again in the evening.

WEEKLY BALANCE SHEET.

These cars are garaged at Kensington, and the Committee give the following statement of the cost of maintenance for one week in May of the present year:—

Rent, rates, gas, etc. 160
Officers' salaries 60
Wages: R.A.F. 1195
W.R.A.F. 620
Civilians 780 1,235

Running Expenses: Petrol, oil, etc. 340
Repairs and renewals 750
Miscellaneous 50

Total 52,495

As pointed out, this expenditure is at the rate of £129,340 a year for touring cars.

THE RAILWAY MUDDLE.

Incidentally some light is thrown on the want of method which characterizes the railway traffic for Government service. The Select Committee says:—

Prior to April 1, 1919, transport charges do not appear to have been debited to the various departments. Each department sent goods, and officials travelled, without the cost of such services appearing in the vote. According to the evidence: "In the main the cost of traffic, both goods and passenger, on Government service was provided out of railway funds, and formed part of the charge against the Exchequer in respect of the railway guarantee."

This system makes it very difficult to ascertain what each department was actually spending in this direction, and your Committee are glad to learn that it has now been abandoned, and that in the future the expenditure of each department on these services will appear in their vote. It is to be hoped that there will be no return to the old system.

SALE OF SURPLUS STORES.

As to the disposal of surplus stores the Committee had some little difficulty in ascertaining what was done with the proceeds of the sales, and say:—

Some witnesses thought that a suspense account had been established into which these sums were paid, and that they could not be got out without the consent of the Treasury. This, however, does not appear to be the case. The moneys received are used as appro-

CARGO INSURANCES.

NEW CLAUSES IN LLOYD'S POLICIES.

A general meeting of the members of Lloyd's was held on June 18, to receive the annual report of the committee and other purposes. The chairman (Mr. G. I. De Rougemont) presided.

The following resolutions were adopted with regard to cargo insurance—Resolved:—

(1) That henceforth all agreements for insurance are to be deemed to include the clause: "Warranted free of capture, seizure, arrest, restraint, or detention, or of any attempt thereat (piracy excepted) and also from all consequences of hostilities or warfare operations, whether before or after declaration of war," unless an agreement to exclude the said clause (i.e., No. F, G and S), be written or printed in the slip or agreement which has been previously signed or initialed by the underwriters; and

(2) That in the event of such last-mentioned agreement (i.e., No. F, G and S), the F, G and S Clause shall be dealt and the following clause shall then be included in the policy or agreement for insurance: "Warranted free of any claim based upon loss of or frustration of the insured voyage or adventure caused by arrests, restraints or detentions of kings, princes or peoples."

(3) That the resolution passed by the general meeting of members on the 1st March, 1916, be rescinded.

In order to give effect to the arrangement come to between Lloyd's and the marine insurance company underwriters of London, Liverpool and Glasgow, it was also decided that on and after July 1, 1919, two forms of Lloyd's marine policy be printed, namely:—

Form 1 with the following clause inserted: "Warranted free of any claim based upon loss of or frustration of the insured voyage or adventure caused by arrests, restraints or detentions of kings, princes or peoples."

Form 2 with the following clauses inserted: "Warranted free of capture, seizure, arrest, restraint or detention, or of any attempt thereat (piracy excepted), and also from all consequences of hostilities or warfare operations, whether before or after declaration of war."

CONGESTION AT THE DOCKS.

Some very startling statements were made at the meeting of the Mersey Docks and Harbour Board on June 26 respecting the congestion, which is so seriously affecting the port of Liverpool, in common with most of the other ports of the kingdom. The figures brought forward by Mr. Holt demonstrated, in a manner that left no room for further argument on this particular subject, the well-known fact that the workers at the docks are not putting in the same amount of work in a given time as they did before the war—that, indeed, there is a general decline in efficiency, which may temporarily mean the employment of a greater number of men to do the same amount of work, but which will so greatly increase costs as to drive trade away from the port, and so ultimately reduce the number of workers required. In the course of an excellent resume of the causes of congestion and the efforts to relieve it, Mr. Wilmer made the remarkable statement that the Liverpool dockers refuse to allow certain labour-saving machinery to be employed. This is a matter which has been debated over and over again, and the denials of the workers and their union officials are now met with a specific declaration which will take a good deal of explaining away. Despite the denials so often heard, there is abundant evidence that in very many trades the worker is generally averse to the use of labour saving machinery, which he foolishly regards as a cause of unemployment, despite the numberless cases in which it has proved to have quite the contrary effect. Colonel Concanon, with a courage which is too often wanting in a public speaker, told the dock workers that they had broken both the letter and the spirit of their agreement, and that their refusal to work overtime on the terms of the agreement (or to submit a reasonable proposition to replace that part of the agreement) had been largely the cause of the present congestion. It is quite time the true facts were placed before the public, and that the workers, and a little plain speaking will help to clear the air, and perhaps help in the solution of a most difficult problem.

priations in aid by certain departments, for the most part the Ministry of Munitions.

Your Committee consider that these sums should be paid into a suspense account, which should only be dealt with by the Treasury.

In a general recommendation the Committee suggest the accounting officer of each spending department should be a Treasury official appointed by, and solely responsible to, the Treasury. At present, this official is a servant of his department, who can

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WAYS & COMMUNICATIONS BILL.

ORGANISED OPPOSITION IN THE HOUSE OF COMMONS.

A striking memorandum has been prepared by the General Purposes Committee of the British Commonwealth Union against the extravagant powers sought by the Government under the Ways and Communications Bill. This memorandum is being circulated to the large body of Members of Parliament.

Opposition to the Bill is now strongly organised, and hundreds of members who are determined that it shall not pass in its present form intend to push a demand for the exclusion of roads and docks as well as for the placing of electricity after the passing of the Electricity Supply Bill under the Board of Trade, and not under the Ministry of Ways and Communications.

It should be clearly understood that in the criticism of the Bill there is no antagonism whatever to Sir Eric Geddes but it cannot be forgotten that Ministers come and go, and with a Bill of this character and magnitude the future must be kept in view.

The memorandum prepared by the British Commonwealth Union is as follows:—

WAYS AND COMMUNICATIONS BILL.

The General Purposes Committee of the British Commonwealth Union, having examined the Ways and Communications Bill as amended by the Standing Committee of the House of Commons, recommends:—

(a) That it is inadvisable that Parliament should confer upon a single Minister of the Crown the powers contemplated in the Bill, and that during the report stage of the measure in the House limitations should be imposed upon the Minister.

Designate which would prevent his individual decision operating against free development and competitive advantage which private enterprise in transport has up to the present time conferred upon the community.

(b) That before the House of Commons commits itself to a policy of bureaucratic control of the whole machinery of transport, including railways, canals and harbours, an exhaustive examination should be made of the financial results of railways, canals and docks administration previous to and during the process of the war, so that unquestionable data may be available upon which to found a new transport policy within the United Kingdom.

(c) That it is quite within the province of Parliament to devise means for the investigation of every phase of transport and harbour administration contemplated by the Bill without conferring autocratic powers upon a single Minister, and that therefore the House of Commons should consider the creation of machinery with this object in view as precedent to the endorsement of the powers to be conferred upon the Minister-Designate by the Bill.

(d) That the provisions of the Bill as it has left the Standing Committee does not adequately safeguard the interests of owners and shareholders in transport enterprises, and that such conditions should be imposed as will safeguard the investments which the public has made in building up great transport corporations which have contributed so much to national prosperity.

(e) That the most careful consideration should be extended to the alleviation of the burden which may be imposed upon the taxpayer in handing over to the State the vast machinery which the enterprisers of the nation has built up for so many years, and with which is bound up from so many points of view the welfare of thousands of investors, large and small, who on the faith of a succession of Acts of Parliament have invested their savings in the development of national transport.

(f) That the cost of transport so intimately affects the success in world competition of the manufacturer and business man that it is dangerous to transfer from the existing expert administration of transport to a Government Department the machinery relating to transport facilities with all the incidents of officialdom which are so characteristic of State management of all enterprises.

(g) That the welfare of the worker under present-day conditions of transport management should be more unsatisfactory in the hands of the state where bureaucratic methods shall replace the closer personal touch between direct management and the employees.

(h) That under the direct control of the State the incentive to improved methods shall be hampered, and limited, and that the desire to develop transport facilities shall be governed by departmental and political considerations rather than the emulation of private competitive enterprise.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S COLIC Discharge your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by All Chemists and Storekeepers.

"MORE STRICT NOW THAN DURING THE WAR."

ADMIRALTY COURTS AT-TITUDE TO ITALIAN REQUISITION CLAIM.

Mr. Dumas, in the Admiralty Court, instructed by Messrs. W. A. Crump and Son, for the steamship "Onoria," applied that that vessel, which had been arrested, might be released.

A collision case, Mr. Dumas said, was decided by his Lordship on December 16th, 1918, between the Norwegian ship "Stat" and the "Onoria," which was an Italian vessel under requisition to the Italian Government, and his Lordship's order and decree—the action was in personam—pronounced the "Onoria" alone to blame. On a Friday in the Tyne, the "Onoria" was purported to be arrested. What had happened was that the owners of the "Onoria," Italians, had sold her to other Italian owners, but the ship still remained under requisition. He understood the Italian Embassy had written to the Marshal that the vessel was still under requisition to the Italian Government, and the letter was before his Lordship.

Mr. Justice Hill. There is such a letter. For whom do you appear? Mr. Dumas—I am instructed by Messrs. Crump and Son for the "Onoria."

His Lordship.—That won't do. If you are applying on behalf of privilege of Government you must appear for the Government. What do you want me to do?

Mr. Dumas.—To release the ship. His Lordship.—Have you notified the other side?

Mr. Dumas.—I am told the other side have not had notice of this application.

His Lordship.—You had better put it all in order, hadn't you?

Mr. Dumas.—I will put my tackle in order, and bring the matter to the notice of the court again.

His Lordship.—Very well, but mark, if you are applying on behalf of the Italian Government I shall want to be satisfied that the ship is the possession of the Government for Government purposes. Things will be looked at more strictly now than they were during the war.

Mr. Dumas.—I quite understand that.

At the rising of the court Mr. Dumas asked leave again to mention the matter. It was one, he said, of some urgency. Messrs. Crump and Son, for the Italian Embassy, had been in communication with Messrs. Thomas Cooper and Co., of the other side, and Messrs. Thomas Cooper and Co. said that if the applicants satisfied his Lordship they would be satisfied. They did not propose to attend. He now had a witness who would say the Italian Embassy asserted that the ship was under requisition to the Italian Government, on account of which she had loaded at Newcastle a cargo of coal for the Italian Government.

Monsignor Mario Bombelli, an official of the Italian Government Commission, then gave evidence that the "Onoria" as stated by the Embassy, while under requisition by the Italian Government, had received a cargo of coal, which was to be taken to Italy for the purposes of the Italian State Railways, which, of course, was a Government department. The coal was purchased by the Italian Government Commission, and, added the witness, "coal is a very urgent matter for us just now."

His Lordship asked the witness how long requisition lasted. Was it for a given period or was it on some other plan?

The witness replied that requisition used to be for a stated term, but now it appeared to be the rule to requisition for the voyage.

Mr. Justice Hill.—Mr. Dumas, I always most unwillingly release these ships that are under process of the court.

Mr. Dumas.—Messrs. Crump and Son have been talking to Messrs. Cooper and Co., who feel the weight of the evidence we are in a position to call, and are not here. Your Lordship has released ships before when they have been shown to be under requisition.

Mr. Justice Hill.—But increasingly with a feeling that I have gone too far.

His Lordship finally, in giving judgment, said:—"In this case it is represented to me by a document sent by the Secretary of the Italian Embassy that the 'Onoria,' arrested by process of this court, was under requisition of the Italian Government, and loaded with a cargo of coal for the Italian Government. The information is that the coal was purchased by the delegation or the official commission for the Italian State Railways, and it seems to me the vessel is in the service of the Italian State Government for Government purposes, and, therefore, I am forced to order the Marshal to take off the arrest. I hope the vessel will come back to England when she is not under these restrictions."

FOR A WEAK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets. For sale by All Chemists and Storekeepers.

WEATHER REPORT.

August 14th. 11A. 84m.—No returns from Vladivostok and Japan. Pressure has decreased slightly along the coast from Weihaiwei to Foochow, and has increased moderately over Formosa and N. Luzon. It is nearly stationary in the neighbourhood of Hongkong. The typhoon continues on a northerly track.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inch. Total since January 1st, 84.59 inches, against an average of 88.89 inches.

Forecast for the 24 hours ending at noon on August 16th.

1.—Hongkong to Cap Rock. W. winds, moderate; fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

